



EDMONTON POLICE SERVICE

REPORT TO THE EDMONTON POLICE COMMISSION

DATE: 2018 APR 23

SUBJECT: 2017 Criminal Flight Event Annual Report

RECOMMENDATION(S):

That this report be received for information.

INTRODUCTION:

The EPS Training Section conducts an annual review of criminal flight events. The data analysis is to enable a better understanding of criminal flight event factors and results. Ultimately this information can be referred to when making decisions regarding policy changes, training and preferred techniques.

BACKGROUND:

The EPS captures criminal flight data through EPROS and by completion of Criminal Flight Event reports.

COMMENTS/DISCUSSION:

In 2017 there were a total of 998 Criminal Flight Events. This was a change of 194 events, a 24 % increase from 2016. It should be noted that in the year 2015 there were 461 Criminal Flight Events.

Of the 998 Criminal Flight Events in 2017, 121 involved EPS prevention attempts, 244 included an EPS criminal flight response, and 354 events resulted in arrests.

The EPS is continuing efforts to address the growing frequency of criminal flights. In early 2017 a Criminal Flight Working Group began revising policy and procedure, researching mitigation tactics, and developing training.

CONCLUSION:

Criminal Flight Events are inherently high risk activities. The primary concern is public and officer safety and this must be continually assessed against the unique circumstances of each event.

In recent years, the frequency of criminal flight events has been greatly increasing.

The EPS has recently been responding to this trend by improving reporting methods, developing clear policies and procedures, exploring new mitigation strategies, and delivering training.

ADDITIONAL INFORMATION ATTACHED:

- 2017 Criminal Flight Report
- CFE 2017 Powerpoint Presentation

Written By: Inspector Devin Laforce, Professional Development Branch

Reviewed By: Superintendent Denis Jubinville, Human Resources Division

Approved by: Chief Administrative Officer Linda Revell, Corporate Services Bureau

Chief of Police: Chief Rod Knecht



Kevin Brezinski
Acting Chief of Police

A blue ink signature of Kevin Brezinski, written in a cursive style.

Date: _____

2018 Apr 24.



EPS Criminal Flight Events Summary Analysis

2017

Prepared for the Edmonton Police Commission

Edmonton Police Service
Traffic Services Branch

April 23, 2018

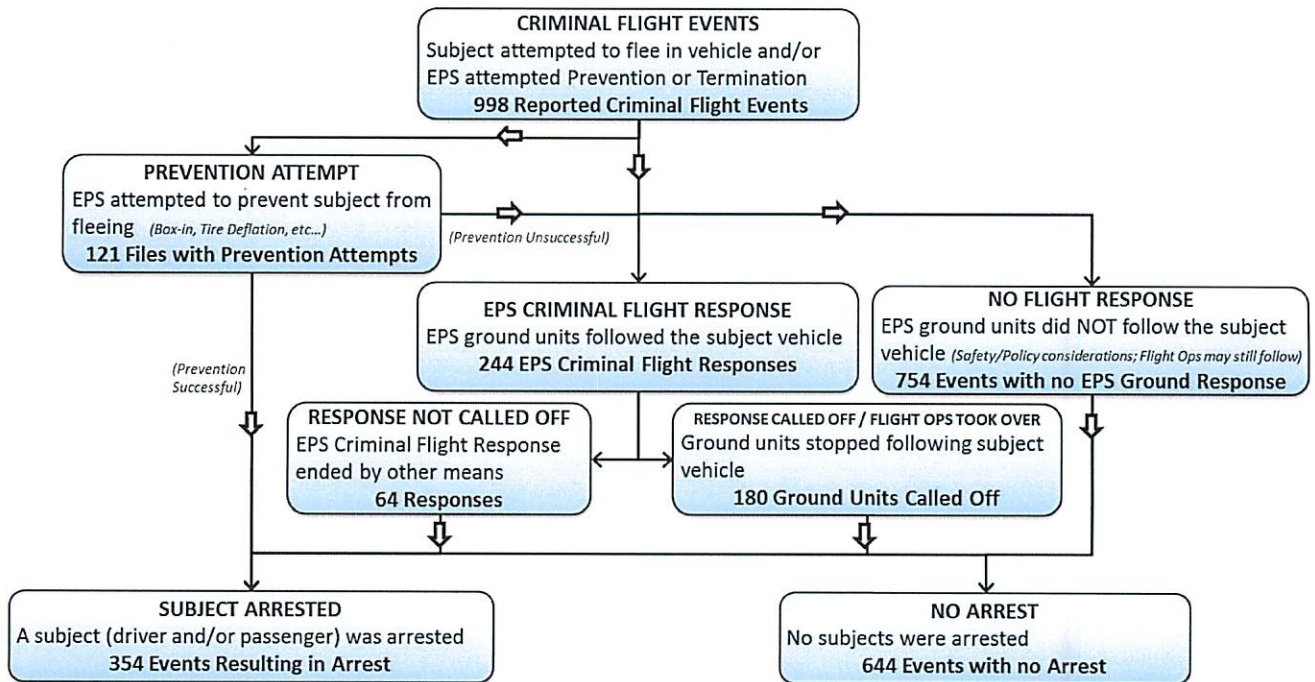
Definitions

When a subject in a vehicle flees from the police (a **Criminal Flight**), an EPS officer may attempt to prevent them from fleeing (**Prevention Attempt**), or follow in their police vehicle (**Criminal Flight Response**). A **Criminal Flight Event** is an event which involves one or multiple of the above situations.

EPS Policy dictates when an officer can initiate a **Criminal Flight Response** and when they cannot. At any point, a **Criminal Flight Response** can be called off for safety reasons or if Flight Ops is available to take over. Although Flight Ops is involved in many Criminal Flight Events, a **Criminal Flight Response** refers only to when EPS ground units are following a subject vehicle that is actively attempting to evade police.

2017 Criminal Flight Summary

2017 Criminal Flight Events – At a Glance



Summary: Criminal Flight Events and EPS Response, 2016 and 2017

Category	2016	2017	Change
Total Criminal Flight Events	804	998	+ 194
EPS Prevention Attempt (# of files)	112	121	+ 9
EPS Criminal Flight Response	227	244	+ 17
Criminal Flight Events where a Subject Arrested	331	354	+ 23

2017 Key Findings

There were 998 reported Criminal Flight Events in 2017. Criminal Flight Events were up from 2016 to 2017 (up 194 events), at least partially attributable to another year of reporting improvements, member education, and divisional engagement. Some key findings from 2017:

- **Increase in Criminal Flight Events**
 - Reported Criminal Flight Events increased by +24%, up 194 files from 2016.
 - The EPS initiated a response in 24% of 2017 Criminal Flight Events (244 events), compared to 28% in 2016 (227 events.) This decreased response rate is likely due to greater member policy awareness (responding only when appropriate) and more consistent reporting of non-responses.
 - In Edmonton, reported stolen vehicles rose for the fifth straight year, seeing a small increase of +0.5% from 2016 to 2017. Over a third (35%) of Criminal Flight Events in 2017 involved a vehicle confirmed as stolen or displaying a stolen license plate.
- **Increase in Criminal Flight Preventions**
 - There was a small increase in EPS Prevention Attempts (+9 events).
 - A technique was successful in 89 of the 119 attempts (75%). The most common prevention technique used was a vehicle box-in.
- **Short Duration of Criminal Flight Events**
 - Of the 998 Criminal Flight Events, 729 (73%) lasted 1 minute or less.
 - Short durations limit the opportunity for Flight Ops involvement. Flight Ops was involved in 164 Criminal Flight Events (16% of all events.)
- **Outcomes**
 - In most Criminal Flight Responses (170 of the 244, or 70%) the EPS ground response was called off or Flight Ops took over. A response will be called off for safety concerns, or to adhere to policy.
 - Seventy-six (76) Criminal Flight Events involved collisions (not including deliberate contact.) Of those, less than half (36, or 47%) occurred while the EPS vehicle was responding or still engaged with the subject vehicle. The remaining 40 collisions occurred either prior to EPS arrival at the call or after the EPS ground units had terminated.
 - There was one collision resulting in major injury (requiring hospitalization), and one fatal collision.
 - In the fatal collision, a fleeing suspect vehicle struck a third party vehicle and killed its two occupants after an EPS Criminal Flight Response had been terminated.
 - An arrest was made in 354 events (an increase of +23 events from 2016.)
- **Police Vehicle Operations (PVO) Auditor and Criminal Flight Working Group**
 - The EPS PVO Audit Sergeant and the Criminal Flight Working Group continued to influence EPS handling of Criminal Flight Events. In late 2017, the PVO Auditor was transitioned into a Driver Training position within

Training Section. This position maintains oversight of Criminal Flight Events, as well as development and implementation of specialized member training.

- We continue to see improved awareness of policy and procedure: compliance increased from 82% in 2016 to 86% in 2017.
- Comprehensive supervisor oversight means that the vast majority of procedural concerns are addressed at the divisional level.
- The implementation of a streamlined electronic form simplified reporting and significantly reduced administrative time. 2017 represents the first full year of using this new form.

Improvements in policy compliance and supervisory follow-up suggest that divisional outreach and member education is having a positive effect on EPS handling of Criminal Flight Events. The EPS continues to monitor these occurrences for trends and developments, as well as following advancements in best practices and technology. In doing so, the EPS hopes to minimize risk to the citizens of Edmonton.



EPS Criminal Flight Event Analysis 2017 Annual Report

Presented for Information
Edmonton Police Commission

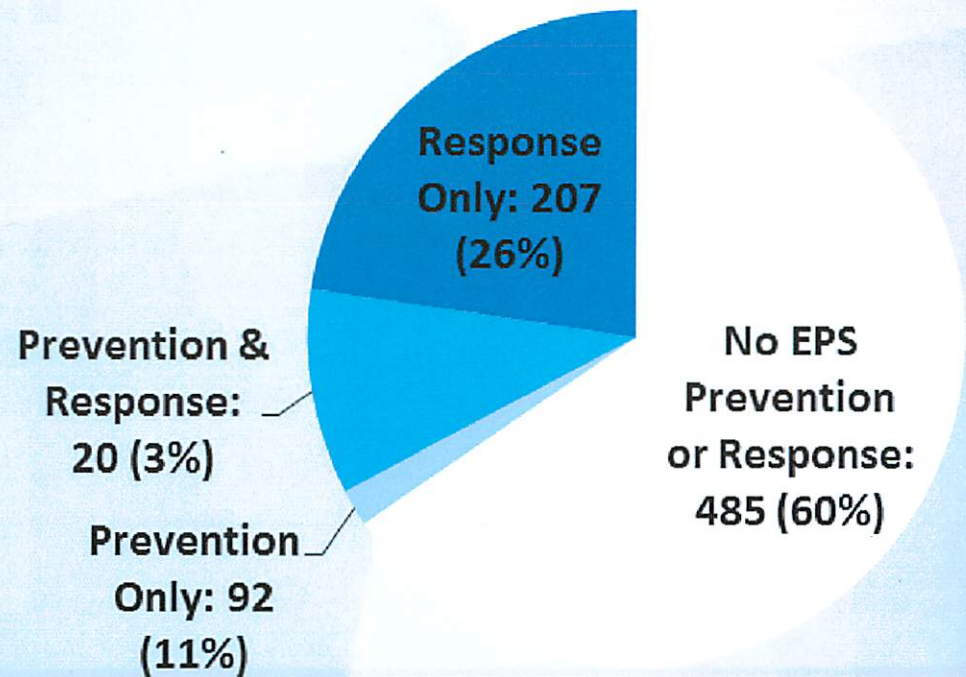
May 17, 2018
Inspector Devin Laforce



2017 CFE Annual Report

- 998 reported Criminal Flight Events
- 244 Criminal Flight Responses
- 121 Prevention Attempts

Criminal Flight Events by Type, 2017

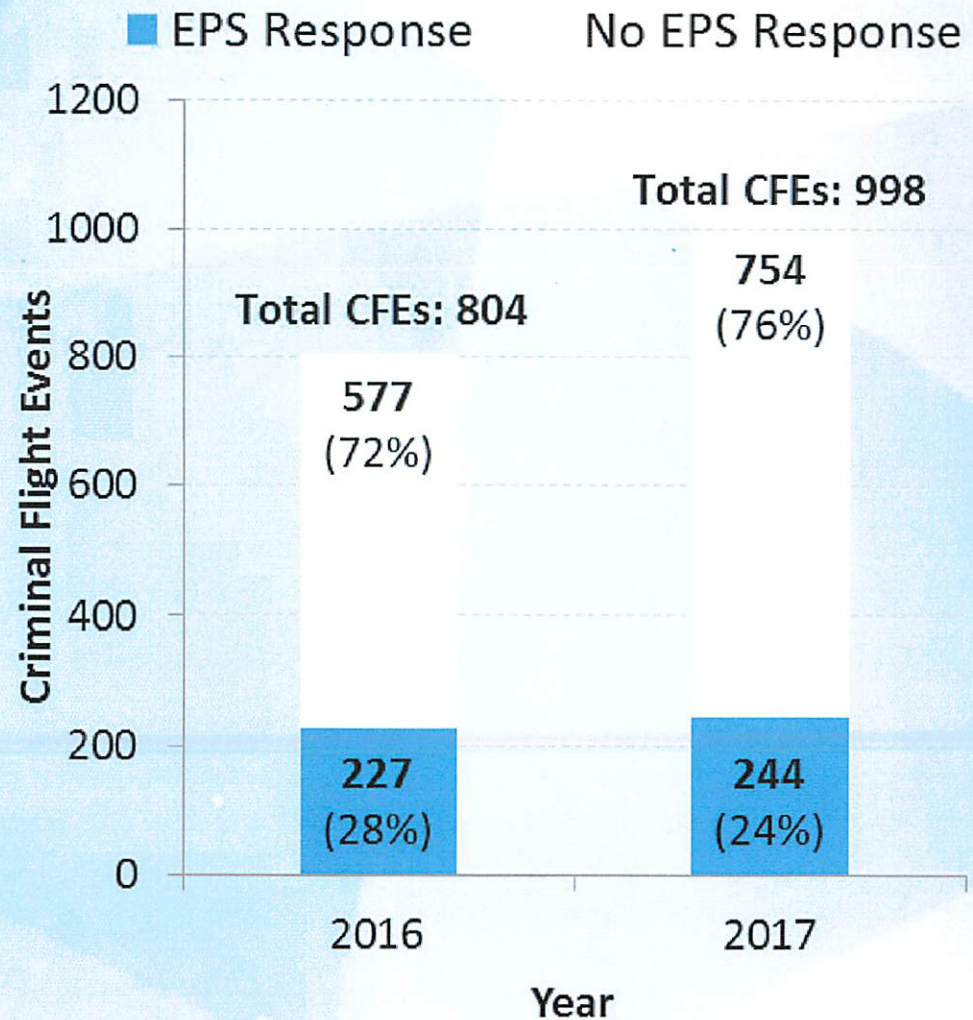




2017 CFE Annual Report

Criminal Flights: EPS Response Rate 2016 and 2017

- Decreased EPS response rate





2017 CFE Annual Report

- 354 (35%) of CFEs resulted in arrest
- Flight Operations assisted in 164 events (16%)
- 76 Criminal Flight Events involved collisions before/after/during



2017 CFE Annual Report

- 2017 - Improved policy compliance (86%)
- 2017 - Implementation of electronic form
- 2017 – Transition of oversight from Traffic Services to Training Section



Questions?